



## No Serious Injuries in Head-On

16 Mar 1986—*San Herald*

Provo City police patrolman Elvin Braman said four people involved a head-on crash on Canyon Road early Saturday morning were lucky to have escaped serious injury. Braman said Kelly LeFevre, 26, of Provo, the driver

of a southbound 1976 Plymouth walked away from the scene of the accident following the head-on crash in the northbound lane of Canyon Road just north of 2200 North Street. Braman said the driver turned himself into police

about two hours later, and the officer said the accident is still under investigation and citations had been issued as of Saturday. Driver George Brown of Blanding and Marian Goldtooth, 21, of Provo and her 3-year-old daughter

were injured in Brown's northbound vehicle, said officer Braman. Those injured in the crash were reported around 1:30 a.m. were taken to Utah Valley Regional Medical Center and treated for cuts and bruises.





19 Mar 1986

# Citizen's Group Seeks Truck Ban In Provo Canyon

By PATRICK CHRISTIAN  
Herald Staff Writer

19 Mar 1986

Members of a citizens group concerned with traffic accidents in Provo Canyon is convinced a ban of large trucks in the canyon is a real possibility.

The group met Tuesday night to organize their ban-the-truck movement.

Members also want Provo Canyon to be designated a scenic route and want more funding for improved canyon highway signs and more police enforcement. They are also calling for a safer pedestrian and bicycle route in the canyon.

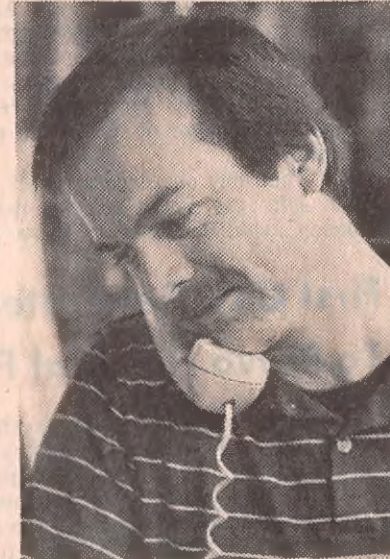
Members conducted their first meeting, comprised of mostly Provo Canyon residents or those who commute through it, Tuesday at a residence in Vivian Park.

"It was mostly an organizational meeting said Jerry Zenger of Midway who commutes daily through the canyon to his business in Orem.

Zenger was named chairman of the group that decided Tuesday night to call itself, Citizens for a Safe and Scenic Canyon.

Those who attended the meeting included, Jerry Zenger, Midway; Brook Adams, and Debbie Pyne, Vivian Park; Nila Tandy, Springdale; Karen Judkins and Amy and Peter Crowley, Sundance, and Keith Haines of Orem.

"We basically laid down a plan of attack by outlining three points," said Zenger.



Jerry Zenger

"The first point is we want the canyon designated as a scenic route.

"And our second point is we want semi-trucks banned and want more funding for improved highway signs and more police enforcement in the canyon.

"A lot of people have told me they think it is impossible to ban trucks since the canyon is a federal highway and the trucks pay so much taxes. But we think it can be done, and we will never know for

sure unless we try."

Zenger said the group's third point calls for "appropriate safety measures for pedestrians and bicyclists."

The chairman said that the first of three public meetings to discuss the three points is scheduled Tuesday at 7:30 p.m. at Sundance. Zenger said the second meeting will be in Heber and the third meeting will be in Orem.

Zenger said at the public meeting more points will be heard and may be adopted, but he said Citizens for a Safe and Scenic Canyon want to limit their proposal to no more than five points.

"There are other alternatives for truckers," Zenger said. "If truckers want to get from Heber to Provo which is 28 miles through the canyon they can instead to through Salt Lake City which is 96 miles from Heber to Provo. That's only 68 miles farther or a little over an hour longer. Some people think it takes truckers 200 miles farther, but it doesn't."



# Canyon Commuters Start Drive to Ban Trucks

By PATRICK CHRISTIAN  
Herald Staff Writers

A group of Provo Canyon commuters say they are determined to begin an organized effort to prevent semi-trailer truck related fatalities on U.S. 189.

The move comes after a Monday accident killed five people from Wyoming in Provo Canyon. The Utah Highway Patrol cited the driver of an 18-wheeler involved in the accident.

Following the tragedy, which killed an Evanston LDS Church bishop and bank vice president, his wife and three children, Jerry Zenger of Midway vowed to see changes in canyon traffic.

"I would like to put together a

petition and get as many signatures as possible, recommending certain changes in the way big trucks are allowed to travel in Provo Canyon."

Zenger said a meeting is planned for next week where the petition will be organized. "The first thing we want to do is involve property owners in Provo Canyon. That's where it needs to begin."

Robert Raby, a Geneva steel-worker from Wallisburg, also promised to contact commuters with an organized protest of semi-truck rigs with backends off the ground in the canyon. "They also frequently illegally cross the middle line. Where are the police?"

They would like to be said Jim they would like to be said Jim

Walter C. Plant, a Spanish Fork resident, decried performance of a petition drive.

"It's terrible the way these guys drive in that canyon. There is no reason in the world they should be allowed in that canyon. They can go around. And they tailgate you. Let's get them out."

Raby complained he frequently drives behind speeding 18-wheeler rigs with backends off the ground in the canyon. "They also frequently illegally cross the middle line. Where are the police?"

They would like to be said Jim they would like to be said Jim

(See CANYON, Page 3)



Jerry Zenger

(Continued from Page 1)

## CANYON: Petition Drive Seeks to Prevent Accidents

Utley, commander of the Utah Highway Patrol's Utah and Juab counties section.

"We are not in the canyon as much as they (critics) would like us there or as much as we would like to be there," Utley said. "We just don't have as many troopers as we would like."

Utley said I-15 is his section's highest priority with Provo and Spanish Fork canyons coming in second.

He also agreed that more cars get cited for violation that large trucks.

He said there are more small vehicles than large trucks, and he said that because of the CB radio network, "trucks always seem to know when and where a UHP trooper is in the canyon."

"We don't surprise them very often," Utley said.

The biggest factor in accidents is too much speed for the conditions by the drivers of big trucks and small vehicles, Utley claims. He said that in his opinion, motorists in the smaller vehicles are most frequently the violator simply because there are more of them.

Utley said the last fatality before the one Monday also involved a car and a big truck. He said the car lost control and the trucker tried to avoid a collision and died in the accident. The driver of the car escaped serious injury.

Utley said banning trucks from the canyon would probably reduce the number of accidents, injuries and fatalities just like any plan to

reduce any type of traffic would.

Lonié Cleave, safety coordinator for the Utah Department of Transportation, said criticism in a Wednesday Daily Herald article about the state failing to post a converging traffic warning sign in side the mouth of the canyon where eastbound lanes go from four to two lanes is unwarranted.

"We do have a sign warning of the transition to narrowing traffic and it is appropriate according to the manual of uniform traffic control devices," said Cleave.

"And it is documented it was there before Monday's accident," Zenger, who is spearheading an official petition drive, listed several potential challenges for state authorities to act on. They include: Recommendation of a total ban of semi-trailer truck traffic in the canyon, rerouting through other areas.

Increased warning signs, including flashing-light warnings at the entrance of canyons.

Reduced speeds in the canyon.

Increased surveillance specifically of big truck speeding by the Utah Highway Patrol.

Backing of state efforts for redesign and existing construction of U.S. 189.

A highway department employee who asked he not be identified said adding more warning signs usually gets opposite results.

"The real trouble in that canyon is speeding," said the UDOT employee. "And making more lanes and straight-a-ways would only invite more speeders."



# Provo Canyon group is determined to see truck traffic banned from part of highway

By Scott D. Pierce  
Deseret News correspondent

3-26-86

PROVO CANYON — A group of Provo Canyon residents — including the area's most famous resident and the parents of an accident victim — joined together Tuesday and came away determined to see truck traffic banned from their stretch of U.S. 189.

Robert Redford and Lhomond and Barbara Jones, whose daughter, son-in-law and three grandchildren were killed in the canyon March 10, were three of about 40 people who turned out for the meeting.

"We feel that semitrailer-truck traffic must be stopped in the canyon," said Jerry Zenger, chairman of Citizens for a Safe, Scenic Canyon. "The road is obsolete and inadequate."

Brooke Bogus, another member of the group, said, "It's not the truck drivers — it's the condition of the road. The way things are, it's just not safe."

The organization came up with several additional proposals — designating the canyon a scenic route or a state park, increasing the number of warning signs and police patrols — but members agreed the first order of business had to be making the highway off limits to semis.

"Let's close it down to trucks right away," canyon resident Ken Westphal said. "How many of your sons are you willing to give up in the next 10 years while we're waiting for something to be done?"

While concerns were expressed about car traffic as well as truck traffic, those in attendance agreed banning trucks would alleviate much of the problem.

"I've never picked up a dead trucker," David Bailey, a paramedic in Provo City, said. "And I've never seen a car that's been at fault when it tangled with a truck."

Members of the group were spurred into action by the deaths of five members of the Lee Smith Barker family, whose car collided with a truck in the canyon earlier this month.

"I am, first of all, concerned about saving lives and not having to walk into the emergency room and see five bodies," said Craig McArthur, a resident of the canyon and a local surgeon. "The impetus for this meeting was five dead bodies. That's your leverage. With an emotional issue like that, we can get people aroused and get something done."

Group members met at Sundance, and received support from their host, Redford.

"It's clearly a concern to us here at Sundance, not only for our children's inheritance, but for the safety of the residents in the canyon," Redford said. "I'm particularly pleased to see this group here, and to lend my support."

Those in attendance did not favor the construction of a four-lane highway through Provo Canyon. Redford said a study done by Brigham Young University in the early 1970s was "quite comprehensive, and it clearly showed there was not a reason for the (four-lane) road, but there was a need for an improved road."

But members were not willing to wait for improvements to the highway. "It seems that if somebody from the Department of Transportation lived on this road, there'd be a lot less problems," Jeri Gardner said.

The group was told that banning truck traffic from Provo Canyon would be difficult.

"They (Utah Department of Transportation officials) say we're up against a very uphill climb," Bogus said. "Probably if we have a whole bunch of signatures it would make them more sympathetic."

The meeting was the first of three public hearing the organization plans. The group plans to meet Tuesday in Heber and April 8 in Orem.





## Robert Redford Joins Canyon Safety Group



Robert Redford

By PATRICK CHRISTIAN  
Herald Staff Writer

Sundance resort owner Robert Redford threw his support behind Citizens for a Safe Scenic Canyon Tuesday night during the first public meeting of the organization demanding changes to make Provo Canyon safer.

UDOT District 6 supervisor C.V. "Skip" Anderson said recently UDOT expects funding for the next stage of road work in the canyon by June 15 or October 15. The work would widen the highway to four lanes from the end of the latest project to above Bridal Veil Falls.

The organization was formed in wake of a March 11 Provo Canyon traffic accident involving a semi-truck and an auto which killed Lee and LaRhea Barker and three of their children, all of Wyoming.

(See CANYON, Page 4)

# CANYON: Redford Joins Fight for Safer Canyon

(Continued from Page 1)

Redford and more than 40 other people at the meeting considered proposals to seek a scenic highway designation for Provo canyon or go even farther and push to make the canyon a state park, a proposal sought in the late 1970s by Redford. Around 1978, the film star was fighting a Utah Department of Transportation plan to reconstruct the canyon highway.

Also considered during Tuesday's meeting was a stop-gap proposal to improved highway signs.

Some at the meeting called for a sign warning high-speed traffic traveling on the recently improved four-lane section near the mouth of the canyon that the stretch quickly merges into two lanes near the curve where the Barker family died.

"Until the road is improved, don't you think we need a flashing light there," said Ruth Watkins, one of those at the meeting.

Also discussed were suggestions for increased law enforcement, a lowered speed limit and a designated path for bicyclists and pedestrians.

Perhaps most radical, is a proposal for banning large trucks from the canyon, a position opposed by two Orem truck drivers who attended the Tuesday meeting.

Truck drivers Larry Johnson and Lee Farnsworth said they have driven the canyon frequently in large trucks and have never been involved in an accident. Farnsworth said he would organize truckers if a truck ban proposal gained momentum. The two truckers said they supported other suggestions to improve canyon safety.

Also at the meeting, was Mrs. Rhea Money Jones, the mother of

Mrs. Barker who died with members of her family in the March 11 accident. The Provo woman made a brief, tearful plea that something be done to make the canyon safer.

"The proposals are not etched in stone," Jerry Zenger said of the group's proposals that include the complete truck ban, scenic route, improved enforcement, better signs and accommodations for bicyclists and pedestrians.

"I don't know what a scenic route is," said Neil Bullock.

"As I understand it from talking with the highway department, it basically means billboards could not be placed in the canyon with that designation," said Brook Bogas, who helped moderate the meeting.

"How realistic is banning trucks," asked Jerry Gardner?

Bogas said the organization believes it's a possible, and suggested that at least the group might win a partial ban during some hours. She also suggested slower speed limits.

Jane Allen, whose family owns a canyon development called Canyon Meadows, said originally the Utah Department of Transportation's plans for an improved canyon road included major re-routing of the highway and "giant bridges."

Redford told the group that under the concept, "That a perfect road is a straight road," UDOT officials in the late 1970s proposed a grand-scheme, 8-lane highway.

UDOT is now planning a three-staged improvement to a four lane highway.

Redford said in that earlier battle, he lent his support with a citizen's group that opposed a major highway re-alignment, after the group claimed it could not get highway officials to listen to them.

"Quite literally, there were bull-

dozers poised at the mouth of the canyon," Redford said. He claimed UDOT was just "going to do it," without any substantive public input.

Redford said he approached a forest service official and a state senator to help him get the canyon designated a state park, but said it didn't happen.

Redford said UDOT agreed to a bike path, but he said it hasn't happened so far.

UDOT commissioned a Brigham Young University study on the canyon, Redford said. It suggested an improved two-lane highway was more appropriate than a grand scale highway, but Redford said UDOT did not accept those conclusions.

Creig McArthur, who said he was a former truck driver and now a surgeon, suggested that immediate focus be concentrated on quick solutions that will save lives. He said he helped extract a truck driver Jan. 15 from the wreckage of his truck. The driver died. He also said he saw the bodies of the Barker family at Utah Valley Regional Medical Center.

"If we want to save lives, we've got to stop trucks right now and must stop joggers and bikers or they will be killed too.

Bogas said the canyon group has experienced difficulty in getting information from UDOT officials. Redford added that in the late 1970s battle UDOT based part of its justification for a grand-scheme highway on traffic figures taken in July 4 holiday traffic survey.

Daniel Davis, a Provo attorney with a cabin at Sundance, said if the group runs into roadblocks on regular political avenues, that a law suit historically gets the attention of government officials.







28 Mar 1986

## UDOT Meets Proponents of Canyon Truck Ban

28 Mar 1986  
SALT LAKE CITY (AP) — A citizens' group seeking to ban truck traffic through Provo Canyon says it's pleased that state transportation officials will give a canyon road improvement project precedence in funding over other projects.

However, Citizens For A Safe, Scenic Canyon will continue to press the Utah Department of Transportation for a ban on all semi-tractor-trailer traffic on U.S. 189 through the scenic mountain pass, a spokeswoman for the orga-

nization said Friday.

Brooke Bogus, the group's vice chairman, said UDOT's decision to give top priority to a \$12.9 million improvement project for the roadway was partly a result of the canyon association's campaign for safer conditions through the area.

The group was spurred to action following the deaths of five members of a Wyoming family, whose car collided with a truck in the canyon on March 10.

At a UDOT meeting here today, Bogus invited the department to

send a representative when the organization meets to discuss the proposed truck ban in Orem on April 8.

Afterwards, Bogus acknowledged the group was waging an uphill battle since the canyon is a popular shortcut for westbound truckers.

Lhomond and Barbara Jones, Provo, whose daughter, son-in-law and three grandchildren were killed in the canyon crash earlier this month, also urged UDOT officials to lower the speed limit through the canyon and install

signs along the roadway warning of sharp, twisting curves.

After the meeting, Jones said the truck ban was still the best solution, but the other proposals were "something to do right now."

The canyon association plans to hold two public hearings next month, one on April 1 in Heber, and the April 8 hearing tentatively scheduled for 7:30 p.m. at Orem Junior High School.

UDOT officials said they would send a representative to the Orem hearing.



31 Mar 1986

## Trucker Defends Driving in Canyon

31 Mar 1986

Editor, Herald:

I am writing this article to comment on all the opposition to truck traffic in Provo Canyon in the wake of the last fatality that claimed the lives of a family of five from Evanston.

Being a truck driver myself, I become outraged at the idea of banning trucks from Provo Canyon. I often haul cattle to the Uintah Basin and the Strawberry Valley for the farmers of Utah County in the spring and fall.

If you were to ban trucks from the canyon, how are we supposed to get there, go up Parleys Canyon and over that way? WRONG! That would mean higher expenses and the farmers are already having a difficult time paying their bills.

There have been numerous times I have gone up the canyon with a load on, and have been slowed down by the cars and pickup trucks, not to mention the bicyclists that seem to think they can take up the highway.

I would like to see the road use taxes they pay, if any, because the trucks pay on the average of \$5,000-6,000 per year.

Don't blame those truck drivers who are out there trying to make a living and putting food on your table. Remember, we don't stop at 5 p.m., we are out there all hours of the day or night, no matter what the road conditions might be.

I will agree there are some truck drivers out there who I would not let drive my rigs. But every time I read about an accident involving an 18 wheeler, I notice where he is from. I would be willing to bet that 85 percent of the accidents are drivers from out of the state, who are not familiar with the canyon.

So why punish the local trucks, when it is the out-of-towners problems? I'll tell

you right now, that won't be the last accident that will happen by the Claim Jumper Restaurant because they have just made improvements on the lower end, and then all of a sudden there you are back on the old road and sharp corners.

If you take the trucks out of the canyon, look at what dollars might be lost. Truckers have to eat and buy fuel. If you make them go another route, they will stop somewhere else.

In a letter to the editor in the Herald, it made mention that trucks are never caught because of C.B.'s; I believe that any one has the right to buy a C.B.

Back in January I believe there was another accident involving a truck driver, I think from the Salt Lake area.

He was killed when a motorist that was in a hurry to go skiing, lost control of his car on slick roads and the truck driver trying to avoid hitting him lost control of his rig and therefore was killed.

I wonder if the kid in the car even stopped to try and help the driver, or if all he could see was ski slopes.

But, no, I guess that doesn't count. Truck drivers are still terrible, not to mention how many times I have had to hit my brakes for a motorist to get back in the flow of traffic, before he caused an accident.

So in closing, if all of you commuters don't want to be bothered by the trucks in the canyon, why don't you go over and go down Parleys Canyon or some other way to get to work at Geneva? Why don't you go approximately 75 miles instead of 20 to get to work? I believe it is a public road and, yes, we are part of the public.

Dale Koyle  
75 E. 600 N.  
Spanish Fork

1 Apr 1986

## Provo Canyon Group Opposes Big Trucks Not Truck Drivers

By PATRICK CHRISTIAN  
Herald Staff Writer

1 Apr 1986

"I would like to clarify that we are not against truck drivers," said Brook Bogus, the vice-chairman of Citizens for a Safe, Scenic Canyon, the group trying to ban heavy, commercial trucks from Provo Canyon.

She also said during an interview Monday that some people are misinterpreting Sundance owner Robert Redford's opposition in the late 1970's to improvements to the Provo Canyon roadway.

Bogus said she understands from letters to the editors and personal feedback that some believe Citizens want trucks banned from the canyon because of truck drivers. But she says, "We don't have any problems with truckers themselves. It's just the dynamics. They are just too big and too heavy for that particular canyon."

Bogus who lives in a log cabin in Vivian Park in Provo Canyon drives the road to work every day. She said she spent all day Sunday reading the 1978 Environmental Impact Statement on proposed road improvements in Provo Canyon. She said the 491-page document sheds light and supports the present situation.

Utah Department of Transportation officials first proposed a grand-scheme, multi-lane highway change for Provo Canyon. But

some environmental groups and Redford opposed such a major change. In its conclusion the EIS states that Utah Highway officials abandoned the grand-scheme.

In a letter in the EIS, highway officials ask for a widening of 800 North in Orem to four lanes (already completed); an improved two-lane highway from the western mouth of Provo Canyon to Vivian Park an improved two-lane highway; from Vivian Park to Wildwood near the Sundance turnoff, an improved two-lane highway; from Wildwood to Heber improvements of a non-major character so as to enhance safety and to "remove certain points of congestions." Part of the section from the western mouth of the canyon has been already changed into a four-lane section.

Bogus said also included in the EIS is a telegram from Redford thanking highway officials.

In the letter Redford said, "Congratulations are owed to you for a deliberate, thoughtful and wise decision favoring an improved two-lane road for Provo canyon." He also asked for consideration for a bicycle and walking path.

"Some I think have misunderstood Redford's position," said Bogus. "They think he is against any improvements to the road. But in the telegram he indicates he approves of the present plan for an improved two-lane road."

She said some also credit Redford with causing the delays in highway improvements by calling for the EIS, but she said the EIS clearly indicates that then governor Calvin Rampton called for an EIS to be filed.

"The EIS said that the majority of traffic through the canyon is destined for recreation inside the canyon or traveling through the canyon for the purpose of going to recreation areas outside the canyon," said Bogus.

"It also identifies one of the major uses of the canyon as a watershed, because Salt Lake City and other municipalities water supplies are in Provo Canyon. The EIS recognizes trucks and a clear threat to those water supplies."

In a panel discussion recounted in the EIS, Dr. Richard M. Alston of Weber State College said it is possible to ban trucks from the canyon. "A tanker doesn't have to go up Provo Canyon...The state decides, by the state I mean the people through their legislative bodies, (if) they want to limit the direction by which those tankers could travel, much as we do now with these trailers tractor combinations."

In a letter from the then secretary of the interior, the secretary indicates he could favor a partial limit on trucks during certain hours.



## Speed the Problem

### In Canyon, Not Trucks

9 Apr 1986  
Editor, Herald:

The comments made concerning Provo Canyon and the big trucks have been very controversial and interesting.

I would like to agree that the truckers are getting too much blame. This isn't fair.

I am a retired bus and truck driver — plus 20 years as a police officer, and I would like to make a comment.

These accidents will never end until our Utah State Road people and our very powerful EPA can sensibly and peacefully get together and plan and complete a new road in this area. Until such time we have to live with this problem, so for now if the speed were sharply curtailed, especially between Deer Creek dam and the mouth of Provo canyon, I believe, with a 100 percent stepup from our law enforcement people such as Utah Highway Patrol and County Sheriff's Department, backed up by our now too lenient court system, this could at least partially help this matter.

I believe if it were possible to examine the records for the past 30 to 40 years, that we would see that most of these accidents are caused by too much speed by the trucks, cars, motorcycles, etc.

The records would also show many of these accidents were one vehicle, one driver accidents with no big trucks involved at all. I know it is true we cannot control some bad weather conditions that will occur from time to time, but I do not believe it is fair at all to try in any way to ban the trucks.

If everyone concerned will pledge his and her full cooperation, I would bet the problem would improve at least 75 percent.

The bottom line is very, very simple: Cut down on the Speed Speed Speed by just about everyone who travels up and down Provo Canyon.

An extra 10 minutes time from Heber to Orem and vice versa would help.

Glen Newman  
605 E. 700 N.  
Pleasant Grove

WEDNESDAY, APRIL 9, 1986

\$6.00 A MONTH — PRICE 25 CENTS

# Provo Canyon Group Backs Safety as 1st Consideration

By J.J. JACKSON  
Herald Staff Writer

An organization demanding changes to make Provo Canyon safer Tuesday put some distance between itself and Robert Redford.

"We are not a front-committee for Robert Redford," said Jerry Zenger, president of the Citizens for a Safe, Scenic Canyon, during a public hearing Tuesday at Orem Junior High.

Some voices at the meeting continued to blame trucks for the lack of safety on U.S.-189 through Provo Canyon. Others wondered what will be done for fishermen, joggers and the bicyclists.

Some wanted slower speed limits to be imposed.

And, of course, there were still the truckers defending themselves, noting other vehicles are just as dangerous as trucks.

But before turning the floor over to input from the audience, the citizens' group set the record straight on what it represents — and what it doesn't represent.

It isn't a front group for Redford and isn't a group of puppets for environmentalists, Zenger indicated.

Nor will the group block road construction plans for U.S.-189, he said. "We support improvement and we are not attempting to stop or block improvement of the highway."

Zenger also noted his group has already obtained a measure of success in its efforts to increase road safety in the Provo Canyon. One of the early goals set by the citizens' group was to get more warning signs placed along U.S.-189.

7 Apr 1986  
Now, the Utah Department of Transportation has placed larger merge signs and curve-warning signs at the corner just before the Claimjumper Restaurant.

The citizens' group allotted much of the meeting time to UDOT officials, allowing them to explain the proposed changes.

"The best way to improve traffic safety in the canyon is to improve the road," said Wayne Winters, a state transportation board member. In addition to improving safety, he said, UDOT will also be "retaining the beauties of the canyon and retaining the recreational concerns of the canyon."

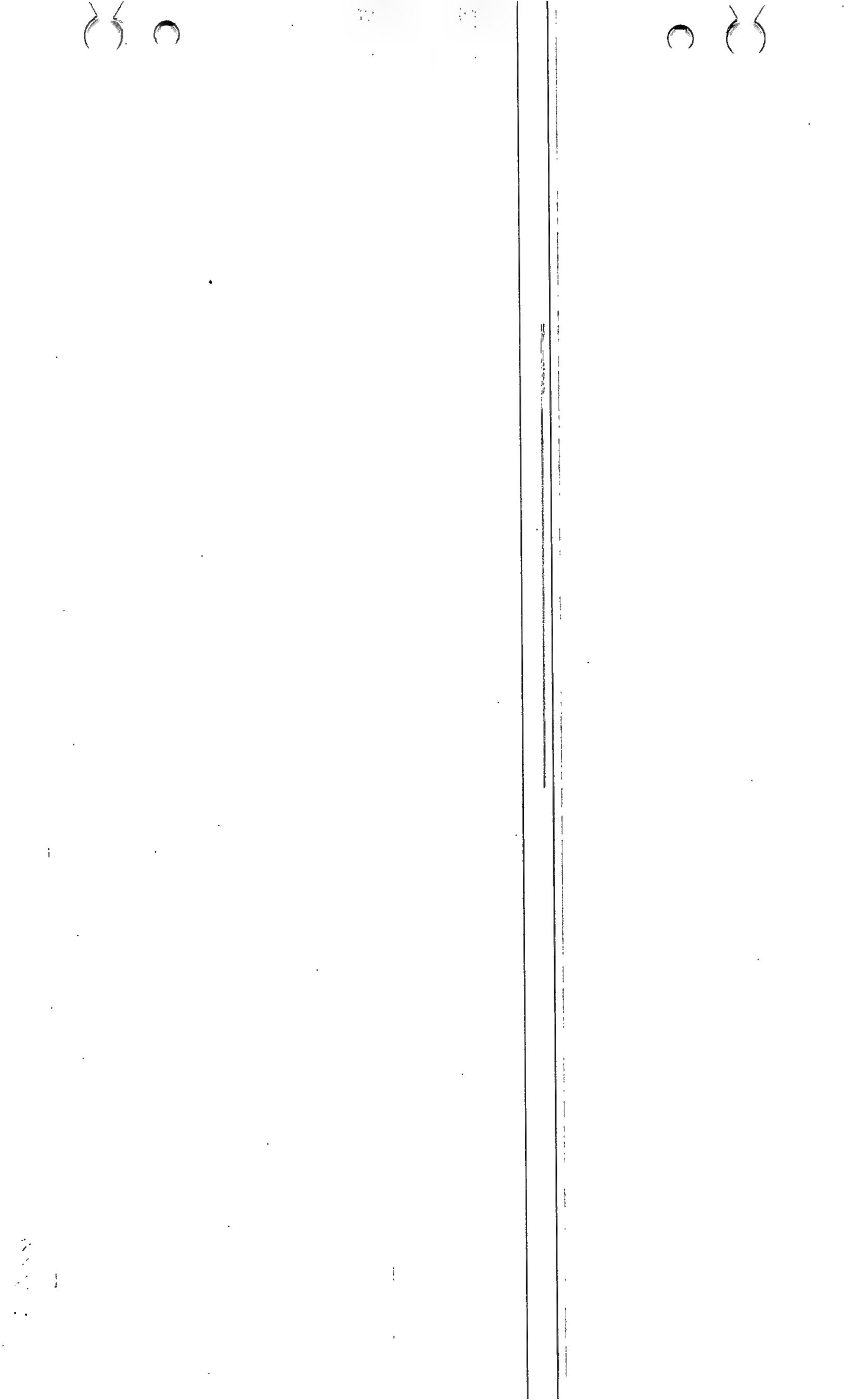
Joel Hall, UDOT's District Six pre-construction engineer, outlined plans that included calling for retaining walls in seven locations, the largest being 30-feet high.

In some places, U.S.-189 is to be moved from its present road bed. Going past Bridal Veil Falls, for example, the road will be moved up and to the north, further away from Bridal Veil.

Hall said this will provide a better view, but he conceded it may also increase the jeopardy of snow slides hitting the road. While some snowslides have cascaded down Bridal Veil, others have been known to shoot down the mountain on the opposite side of the road.

The hearing was the last of three sponsored by the citizens' group.







# Yes, Get Trucks Out of Canyon

Editor, Herald:

11 Apr 1986

Having recently moved into this area, I watch the Provo Canyon Highway controversy with great interest. The longer I read about it, the more concerned I am that many of you are too close to the forest to see the trees.

I wonder if you have traveled on Interstate 40 in Arizona or on your own Interstate 15.

These thoroughfares have been virtually taken over by the trucking industry. The surfaces are pitted and worn enough to damage passenger vehicles.

It is true that it cannot be said that all truckers are dangerous, but I would amend a recent editorial comment to say that truck drivers used to be the safest drivers.

I have been sharing the road with them for nearly 30 years and have found a tremendous change in them. Today the highway is theirs.

The railroads are rapidly going out of

business because commerce goes faster by truck — freight trains have speeds in excess of 75 miles per hour, but they don't share the roads with our families.

States have lost much of their Federal Highway funding because truckers refuse to go the speed limit. Many of them cannot afford to go the speed limit.

Take a ride on these freeways, watch how they pass you, listen to many of them bragging about the sleep they have lost, the drugs they have to take and cursing you and your family for being on their highway.

No — wider roads won't help, fewer curves or more safety banks won't help or they would be traveling on Highway 70 and 80 to the north and south, wouldn't they? Please don't let them move you out of that beautiful canyon just for more speed, more loads, more money!

RoseAnn Young  
681 Bristlecone  
Delta

10-  
53  
53



## People, Not Trucks,

### Cause Road Accidents

Editor, Herald:

4-25-86

I have been following the comments concerning the "banning" of heavy trucks and big loads from Provo Canyon.

I believe that the newspaper reporter was leaning heavily in the direction of sensationalism when he used such adjectives as "teetering, careening, skidding cargo-dumping ..." But then I realize that his job is to sell newspapers.

As I continued to read the flow of responses that poured in concerning the canyon, I began to realize that the problem is really not with big trucks, but rather with the speed of the vehicles that travel the canyon. Like Glen Newman, I've been driving the canyon for over 25 years both professionally and as a motorist. The canyon is indeed beautiful. And I feel that a newer safer highway will not hurt the beauty of the existing canyon.

Personally, I have never had a problem with the canyon. Even the narrow bridge at Rotary Park has not been too bad. What has given me fits while driving through the canyon are people in cars that are in such a hurry. It simply comes down to this: people cause accidents, not roads or cars!

When driving, the average lay motorist uses a mentality closely akin to a retarded chicken. The average driver wishes to get from point A to point B as quickly as possible with no regard to weather, road or traffic conditions.

Phil Kresge  
Orem

## Feedback

### Let Those Who Know

#### Finish Canyon Road

5 June 1986

Editor, Herald:

Me and my family reside in beautiful Provo Canyon at Vivian Park. We have driven the canyon daily for ten years. What a thrill it has been to drive on the four-lane section in the mouth of the canyon. Why settle for anything less the rest of the way up the canyon?

In our driving experience in the canyon, my wife and I have both observed that the real risk comes not from the truck traffic, but the impatient driver. They "tail gate" you for awhile, and without a safe way to pass, they take chances and pass anyway.

In my lifetime I have found that those who are in a profession, such as our highway engineers, are in a better position to make sound judgements concerning that profession as stated before. They did an excellent job on the first section of the canyon road. Let's trust in them to do an equally satisfactory performance on the rest of the canyon road.

I resent the fact that BYU students, who don't own property, pay local taxes and will be gone by the time the road is finished, are being used to bother our commissioners by phone in opposition to the four-lane road. I feel confident that our commissioners are wise enough when they hear these young voices soliciting their support to ignore their effort.

One more point in favor of the four-lane road: We have found in driving through the mountains on a safe road, such as the freeway from Grand Junction, Colo., to

Denver, that the occupants of a car, including the driver, can enjoy the beauty of the area more than driving on a narrow, twisty road.

Let's let our commissioners, state highway planners and other responsible individuals hear our voices in support of a safe, four-lane road up Provo Canyon.

Harold L. Carter  
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### Remember, Safety First

Editor, Herald:

I would like to thank you and especially Pat Christian for the recent, three-part special report on emergency vehicle safety. I'm certain these articles helped increase public awareness of the rules governing driver conduct when approached by an ambulance, fire truck or police vehicle using its lights and siren.

This is not a hypothetical problem. Several serious accidents have occurred recently in Utah Valley that were due solely to a motorist's failure to follow these laws. It is particularly important that drivers remember to pull over and stop when approached by an emergency vehicle. If the driver does not stop, he or she constitutes a very real hazard to the emergency vehicle driver because you are in his blind spot when he needs to make a right turn.

Closer attention to these precautions will result in greater safety for everyone involved, particularly those in need of prompt emergency care.

I would also like to thank you for the recent editorial on driver courtesy as a reflection of Christian conduct. The mes-

sage delivered was very appropriate. After eight years as the Orem City attorney, I can attest to the fact that courtesy and consideration are often lacking on the roads in our area but such attributes are always appreciated.

Bryce McEugen  
Executive Director  
Utah Risk Management Association



